

Washington State Highway System Plan 2011-2030 Update

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**Washington State Transportation Commission
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**Washington State
Department of Transportation**

Legislature's Transportation Policy Goals

RCW 47.04.280

Preservation: To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

Safety: To provide for and improve the safety and security of transportation customers and the transportation system.

Mobility: To improve the predictable movement of goods and people throughout Washington State.

Environment: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

Stewardship: To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Link to Other Statewide Plans

Highway Component of Washington State Multimodal Transportation Plan

Aligned to Washington Transportation Plan

Integrates Specific Components from Other Plans

- Concrete Rehabilitation and Reconstruction
- Seismic Safety
- Strategic Highway Safety Plan: Target Zero
- Intelligent Transportation Systems (ITS)
- Moving Washington

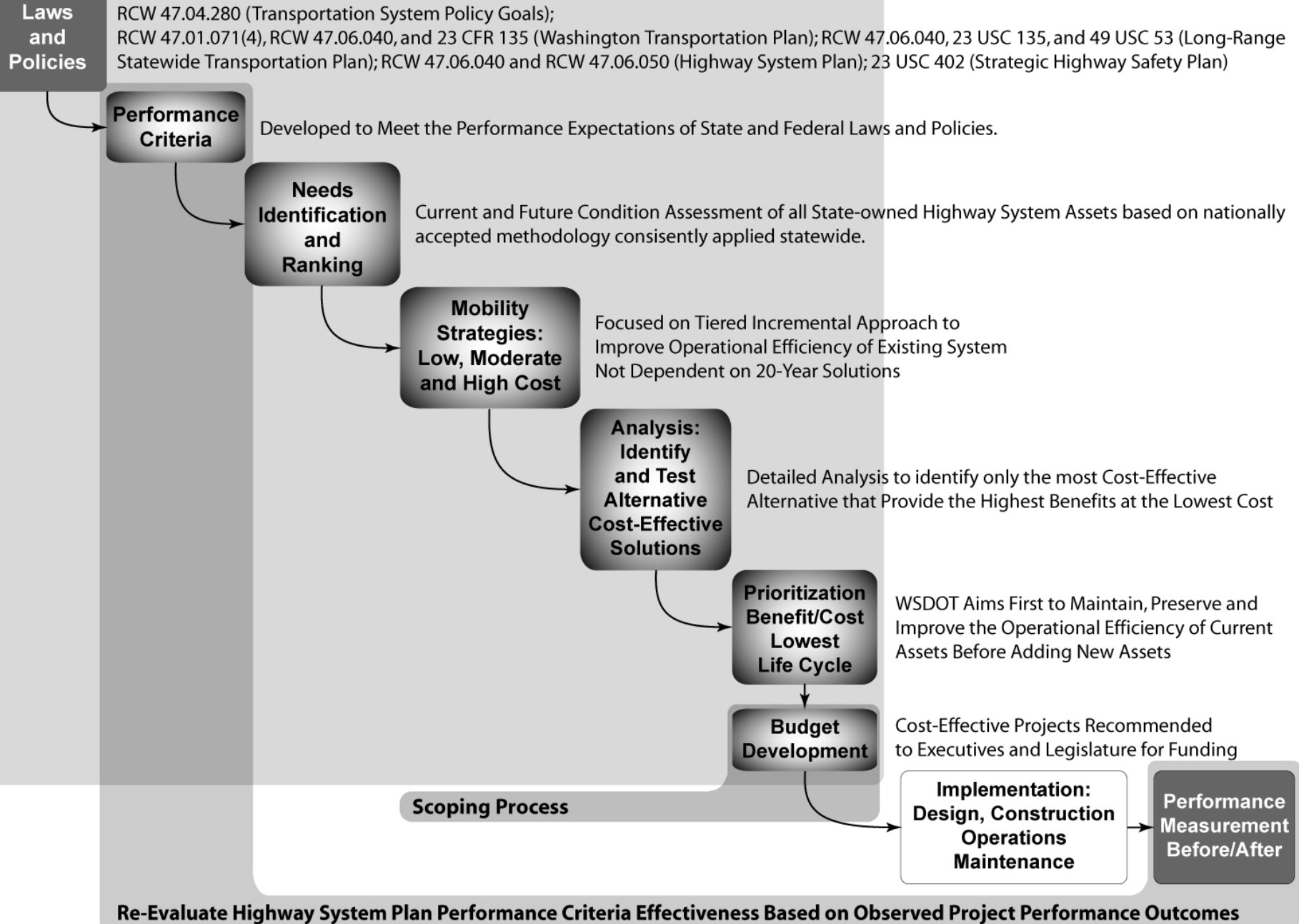
Integrates Specific Components from State-Interest Plans

- Bicycle Transportation & Pedestrian Walkways
- State Scenic & Recreational Highways
- Freight and Goods Transportation System (FGTS)

Highway System Plan (HSP)

- Updated every two years.
- Serves as the basis for the six-year highway program and two-year biennial budget request.
- Provides decision makers with the most cost-effective strategies to deliver the highest benefit at the lowest cost.
- Includes performance driven analysis for needs identification and solution development.
- Focuses on maintaining, preserving and improving the operating efficiency of the existing highway system before expansion.

Highway System Plan Development



Preservation & Improvement Focus Areas

- **Roadway Preservation**

- Current Strategies
- Future Direction
- Concrete Plan

- **Bridges and Structures**

- Bridge Painting
- Seismic Retrofit
- Bridge Replacement

- **Other Highway Assets**

- Major Electrical Rehabilitation
- Major Drainage Rehabilitation

- **Highway Safety**

- Target Zero
- New Methodologies

- **Economic Vitality**

- Movement of Freight
- Tourism and Scenic Byways
- Community Economic Development

- **Health and the Environment**

- Stormwater
- Fish Passage
- Climate Change/Sustainability

Mobility

- **Performance Criteria**

- Consistent methodology applied statewide
- Current and future conditions assessment
- Based on nationally accepted methodology

- **Solution Development and Analysis**

- Focused on tiered incremental approach to improve operational efficiency of existing system
- Not dependent on 20-year solutions
- Aimed at greatest statewide improvement to system performance

- **Focus Areas**

- Moving Washington
- Partially funded corridors with unfunded components
- Bottlenecks
- Additional corridor analysis

Moving Washington

Our three-part strategy to address congestion

Our Vision: The transportation system of the future must be...

- Reliable
- Responsible
- Sustainable



Improving the performance of our state's transportation corridors by:



Managing Demand provides more people with more choices and options for people and freight helps improve the efficiency and effectiveness of our transportation system.



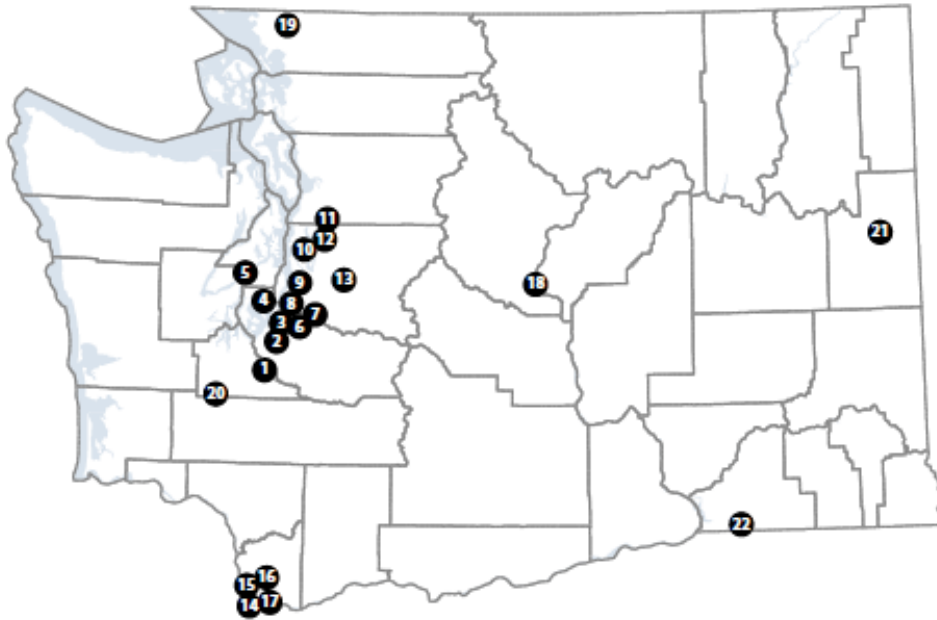
Operating Efficiently improves the performance of our system and generates revenue through variable pricing and other traffic management tools.



Adding Capacity Strategically builds on current efforts and adds the next critical parts of the solution to our currently over-stressed transportation system is a critical component of Moving Washington.

Partially Funded Corridors with Unfunded Components

Partially Funded Corridors With Unfunded Components (a.k.a.) Finish What You Start



1. SR 510/SR 507/Yelm Bypass
2. SR 704/ Cross Base Highway

3. I-5/ Tacoma to SR 512 HOV
4. SR 16/Gig Harbor to Purdy HOV
5. SR 3/ Belfair Bypass
6. SR 167/ Port of Tacoma to Puyallup
7. SR167/Puyallup to Renton HOV
8. I-5/SR 161/SR 18/Interchange
9. SR 509/Complete Freeway from I-5 to SeaTac
10. SR 520/Bridge Replacement and HOV Project
11. SR 522/Woodinville to Monroe
12. I-405/Lynnwood to Tukwila
13. SR 18/Issaquah Hobart Rd to I-90
14. I-5/Columbia River Crossing
15. SR 500/Vancouver to Orchards
16. I-205/Improvements from SR 14 to 134th Street
17. SR 14 /I-205 to Washougal
18. SR 28/Junction US 2/97 to 9th Street
19. SR 539/ I-5 to USA/Canadian Border
20. I-5/Toutle River Rest Area to Maytown
21. US 395/North Spokane Corridor
22. US 12/Wallula to Walla Walla

Bottlenecks

- **Addresses previously identified locations listed in 2007-26 HSP**
- **Performance Criteria**
 - Current needs only
 - Must operate below 70% of the posted speed and impede through traffic movement (Mainline Traffic Flow)

Additional Corridor Analysis

- **Study/Analysis areas must be Approved by CPDM**
- **Performance Criteria**
 - Current and future needs (emphasis on current needs)
 - Locations must operate below 70% of the posted speed

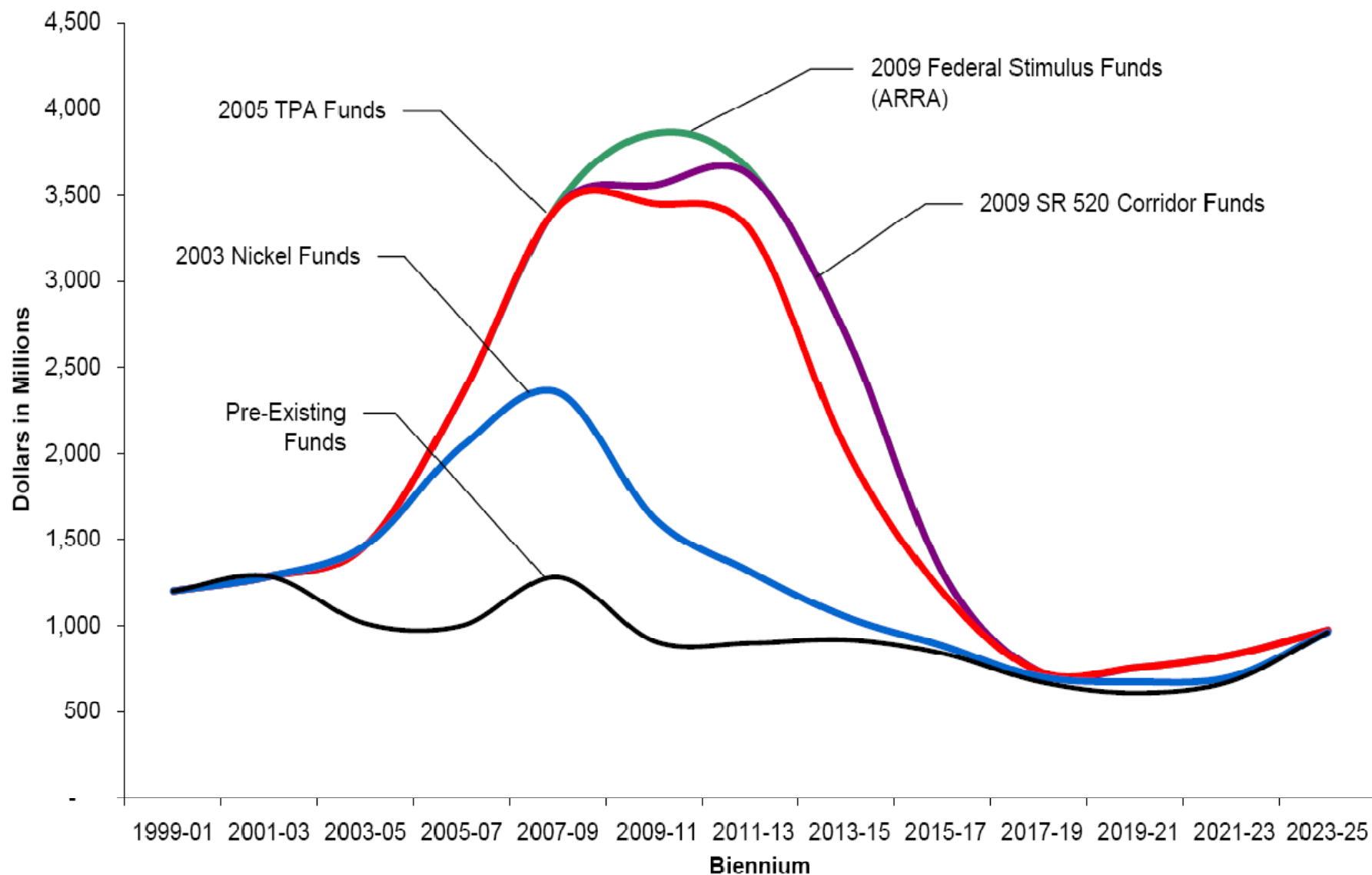
The HSP and Budget Development

- **The HSP serves as the basis for the six-year highway program and two-year biennial budget request**
 - Capital Preservation and Improvement Program (CIPP)
 - 2011-2013 Budget Development
- **Current Budget**
 - Shrinking revenue
 - Increasing construction costs
 - Measuring project performance
 - Cost Estimate vs. Actual
 - Delivery Schedule
 - Project Performance (What did we deliver vs. what we promised?)

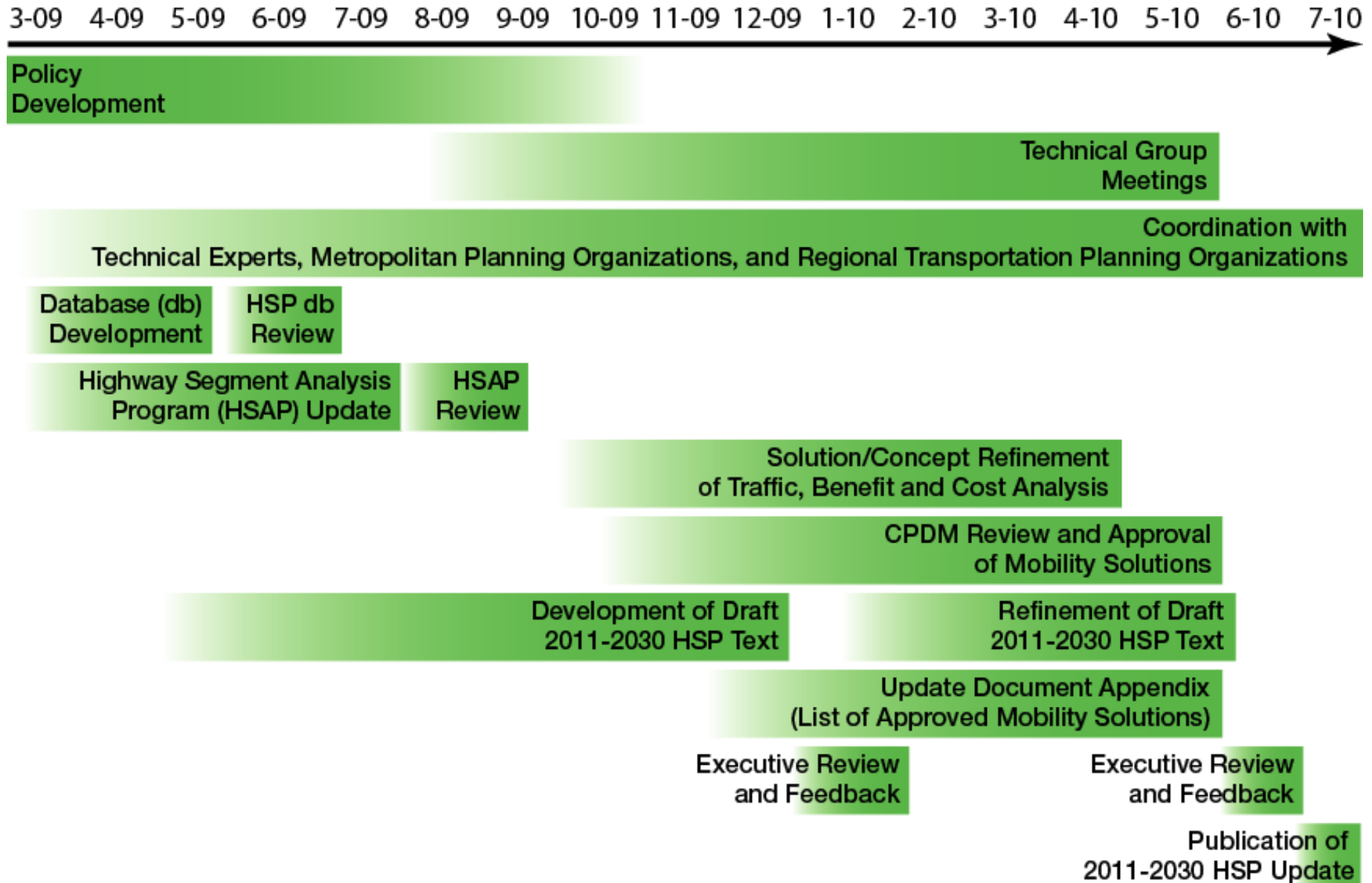
Highway Construction Program, by Type of Funds 2009 Legislative Final Budget - April 2009

Includes Preservation and Improvement Programs with two exceptions:

Excludes expenditures for the Tacoma Narrows Bridge and expenditures in the Improvement Program reimbursed by Sound Transit



Update Schedule



Questions?

For additional information on the Washington State Highway System Plan, please contact:

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